



JPB Board of Directors
Meeting of April 1, 2021

Correspondence as of March 26, 2021

Subject

- 1 Rail Line between San Mateo and Half Moon Bay
- 2 28th Avenue Community Concerns Response
- 3 Caltrain Reorganization
- 4 Thank you letter Speaker Pelosi
- 5 Sunnyvale Lawrence Station Area "Sense of Place Plan"

From: [gdb39](#)
To: [Public Comment](#)
Subject: Public Comment For Items Not on the Agenda
Date: Monday, March 8, 2021 12:04:04 PM

Please submit this to be a Public Comment For Items Not on the Agenda on either the upcoming meeting on April 1st.

On behalf of the many Santa Mateo County residents that enjoy their weekend trips to Half Moon Bay and/or whom commute to and from Half Moon Bay (HMB) - a natural 21st century solution would be to create a rail line between the two Counties. This could be in the form of a BART, CalTrain, or SMCTA expansion, or even a Boring Company concept. To start, a preliminary survey of County residents regarding a potential rail line would bring to light whether or not the People would approve of such a line. A feasibility study would also be a natural step.

Expanding Hwy 92 is not an option due to structural & financial constraints, and our the County population will only grow and increase congestion on these limited roads to and from HMB. Rather than ignore the problem, it is time to create a 21st century solution that everyone would enjoy - ease of transport, decreased emissions, and decreased automobile deaths. Please consider taking preliminary action on rail transport to Santa Cruz County.

From: [Low, Lori](#)
To: [Board \(@caltrain.com\)](#); [amoyer3@my.smccd.edu](#); [citycouncil@cityofsanmateo.org](#); [Ray Iverson](#); [Ed Barberini](#); [Brad Underwood](#); [publicworks@cityofsanmateo.org](#)
Cc: [Rios, Rona](#); [Jon Mays, Editor The Daily Journal](#); [deaconsal@stgregs-sanmateo.org](#); [jcadiz@smfcsd.net](#); [jrosas@smfcsd.net](#); [info@stgregs-sanmateo.org](#); [sancheza@cityofsanmateo.org](#); [neighborhoodwatch@cityofsanmateo.org](#); [gheap@cityofsanmateo.org](#)
Subject: RE: 28th Avenue Community concerns
Date: Sunday, March 21, 2021 2:08:39 PM

Thank you for reaching out. As we are not familiar with this project, we checked with the City of San Mateo who confirmed that this is a City project. I believe they are following up directly with you. Thank you!

Best,
Lori Low

-----Original Message-----

From: AM <amoyer3@my.smccd.edu>
Sent: Sunday, March 14, 2021 11:17 PM
To: citycouncil@cityofsanmateo.org; Ray Iverson <fire@smcfire.org>; Ed Barberini <police@cityofsanmateo.org>; Brad Underwood <bunderwood@cityofsanmateo.org>; publicworks@cityofsanmateo.org
Cc: Jon Mays, Editor The Daily Journal <jon@smdailyjournal.com>; Board (@samtrans.com) <Board@samtrans.com>; deaconsal@stgregs-sanmateo.org; jcadiz@smfcsd.net; jrosas@smfcsd.net; info@stgregs-sanmateo.org; sancheza@cityofsanmateo.org; neighborhoodwatch@cityofsanmateo.org; gheap@cityofsanmateo.org
Subject: 28th Avenue Community concerns

ATTENTION

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Do not open attachments or click on links from unknown senders.

San Mateo City Department Heads,

Attached is a notice, circulated door-to-door and along the 28th Avenue neighborhood, in one day's time (March 14, 2021), which gained 3 pages of signatures from concerned community members during these Covid circumstances. Just think what the response would be if there was any community outreach or prior notice. This action speaks volumes.

We ask that the City take immediate action to suspend the 28th Avenue project, allowing for community outreach and expert opportunities to weigh in on this infrastructure change before costly mistakes or damages happen.

Of note, not one person in this community outreach had been provided any advance notice or review of proposed street/curb reconfigurations.

Nor, was any aware that residential street parking spaces would be affected, not even the residences on 28th Avenue and the local fire station personnel.

We all agree safety is first, yet the apparent project does not promote safety, instead it creates obstacles and will have unforeseen negative impacts on our neighborhood.

Your actions will speak volumes.

P.S. Please understand that our community is diverse and that electronic medium is beyond certain populations actions or abilities.

From: [John Selin](#)
To: [Public Comment](#)
Subject: Caltrain Reorganization
Date: Sunday, March 21, 2021 5:40:17 PM

Board members:

I have read that the JPB Board of Directors is discussing options for reorganizing Caltrain's administrative structure. As I recall, this is a result of some politicians in San Francisco complaining about Samtrans operating Caltrain. I have experience riding both systems and having worked as an engineering consultant for both agencies, so I offer the following advice to you

My feeling is that this is all unnecessary. How will this impact train schedules and ridership, which is the object of running the service? Riders don't care about the organization. Why spend money all these studies and incur costs of reorganizing? It is my understanding that the JPB Board elected to hire Samtrans to run the trains. If this is objectionable, then you can contract with another organization such as Amtrak or a private company. Several commuter railroads in the US do this.

One thing which I strongly urge you to reject is a merger with BART. This will destroy Caltrain. Bart will divert operating and maintenance funds dedicated for Caltrain to BART operations. It will be like a whale swallowing a guppy. Merging two organizations with different backgrounds and operating philosophies will never work. BART is a hugely bureaucratic organization where no one wants to make a decision, so the BART Board of Directors, which consists of politicians who know nothing about running a railroad, decide every minute detail about everything. As a result, it takes forever to get anything done. Just look at the extension to San Jose, which is years late and many millions of dollars over budget. When I was a consultant, it took BART five months just to sign an engineering agreement after they had issued a Request for Proposal. (And they never paid my invoices on time)

In addition, the merger of the two systems would paralyze rail transportation all over the Bay Area in the event of strikes by unions, which is a frequent occurrence with BART, but not as far as I can recall, with Caltrain.

In conclusion, I urge you to consider your riders, not internal politics, in making your decisions.

John Selin



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JIM HARTNETT
EXECUTIVE DIRECTOR

March 22, 2021

The Honorable Nancy Pelosi
U.S House of Representatives
Washington, DC 20515

Dear Madam Speaker:

On behalf of the Peninsula Corridor Joint Powers Authority (Caltrain), I write to thank you for your tremendous support of public transportation funding included in the American Rescue Package (H.R. 1319).

We are in an unprecedented time in our country's history due to the Novel Coronavirus (COVID-19), and this bill provides funding to help public transit agencies continue to provide a lifeline to essential workers, ensure Americans can get to vaccine distribution sites, and advance communities' efforts across the country to rebuild our nation's economy.

Caltrain has experienced severe ridership declines as a result of the COVID-19 and the region-wide "shelter-in-place" public health order that was put in place last year. Due to the pandemic, Caltrain has experienced a ridership decline of 95 percent and has cut back service to 70 trains per day.

We also thank you for supporting additional funding to the Capital Improvement Grants program. This additional funding will support the Peninsula Corridor Electrification Project with an additional \$50 million at a critical time for our agency. While ridership has seen a steep decline as a result of the pandemic, the electrification of the system will position the agency to meet the increased demand in the future and help provide more equitable service to our communities and significantly reduce greenhouse gas emissions.

I applaud you for your continued support of public transportation that is so fundamental to the vitality and health of our region, the state, and the entire country. Please contact the Caltrain Government and Community Affairs staff at GovernmentandCommunityAffairs@samtrans.com if you have any questions or need any additional information.

Sincerely,

Jim Hartnett
Executive Director

Thank You So
Much for Your Leadership
And Support Best
Jim

cc: Peninsula Corridor Joint Powers Board of Directors

March 18, 2021

Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

Re: Sunnyvale Lawrence Station Area Sense of Place Plan

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

As the City of Sunnyvale is currently evaluating the proposed “Sense of Place Plan” for the Lawrence Station Area, the Caltrain Bicycle Advisory Committee (BAC), a committee of Caltrain riders representing the interests of passengers who access the train by bicycle, encourages Sunnyvale to prioritize bicycle and pedestrian access and local transit and shuttle connections on roads leading to and from Lawrence Station. In particular the Caltrain BAC asks that Sunnyvale preserve the road diet proposed for Kifer Road in the version of the Lawrence Station Area Plan approved by the City Council in 2016.

Since the earlier approval of the Lawrence Station Area Plan the Sunnyvale City Council has approved a Vision Zero Plan, a Climate Action Playbook (both 2019), and an Active Transportation Plan (2020). Collectively these plans envision a Sunnyvale with fewer VMT, fewer traffic collisions, injuries, and deaths, fewer carbon emissions, and a higher share of trips made by sustainable modes (including by bike and by rail). Similarly, in 2019, Caltrain’s JPB approved an aspirational 2040 business plan envisioning a tripling of daily ridership from pre-pandemic levels.

For the City of Sunnyvale and Caltrain to be able to work in tandem to meet these laudable goals rail passengers need to be able to reach the train station on foot, by bike, and by other non-automotive modes. The current configuration of Kifer Road, like others in the Lawrence Station Area, is currently inhospitable for all but the most confident cyclists.

The Sense of Place Plan proposed includes some great ideas for new paths and calmer roads in the Lawrence Station Area. However, Caltrain riders, and the many residents and workers along Kifer, need safer transportation options sooner than new rights of way can be acquired (and beyond then, deserve safer passage along Kifer itself).

Additionally the Valley Transportation Authority is currently studying the creation of a “Central Bikeway” with one terminus at Lawrence Station. While the BAC has not taken a position on a preferred alignment it is notable that one possibility is Kifer Road.

As such, the road diet that was put forth in the approved Lawrence Station Area Plan should be incorporated into this Sense of Place Plan, and Sunnyvale should work to transform Kifer Road from a road with excess automotive capacity, dangerous levels of speeding cars, and

insufficient opportunities for safely crossing the street into one that welcomes all road users and enables passengers to safely reach Lawrence Station without the use of an automobile.

Sincerely,
The Caltrain Bicycle Advisory Committee

Cc: Sunnyvale City Council (council@sunnyvale.ca.gov), Sunnyvale Mayor Larry Klein (kleincouncil@sunnyvale.ca.gov), Sunnyvale Planning Commission (PlanningCommission@sunnyvale.ca.gov), City of Sunnyvale Bicycle and Pedestrian Advisory Committee (BPAC@sunnyvale.ca.gov), City of Sunnyvale Staff George Schroeder (gschroeder@sunnyvale.ca.gov)